

PH-SF041

17 CHAIRMAN PETRILLO: Thank you very much. We
18 will.
19 I just have -- can I just ask you one
20 question. Does 130 run through your property?
21 MR. ONEAL: No. It runs to the north of our
22 property.
23 CHAIRMAN PETRILLO: Okay. Thank you.
24 Nia Crowder, followed by Richard Meynarik.
25 MS. CROWDER: Chairman Petrillo, authority
0106
1 members. My name is Nia Crowder, and I serve the City
2 and County of San Francisco as president of the
3 Commission of the Environment. Previously I've
4 submitted written statements in support of the project.
5 However, this evening I'd like to read a letter verbatim
6 that was submitted by James Fang, who is president of
7 the BART board of directors.
8 "Dear members of the California High-Speed
9 Rail Authority. As president of the San Francisco Bay
10 Area Rapid Transit District, it is my honor to testify
11 before you about BART's unwavering and strong commitment
12 toward high-speed rail for the state of California.
13 High-speed rail if accomplished properly will be
14 California's economic and environmentally sound answer
15 to connecting the northern and southern parts of this
16 state. Can you imagine leaving from San Francisco at
17 7:30 in the morning and arriving in Los Angeles by
18 10:00 a.m., conducting your business, and returning by
19 7:00 p.m. in the evening, all of this achieved while
20 relaxing and preparing for your business in the comfort
21 of a train cabin?
22 "California is currently the seventh largest
23 economy in the world. Can you imagine our economic
24 potential should the problem of distance between the
25 north and the south be significantly reduced? This
0107
1 railway will not only relieve car and air congestion, it
2 will strengthen our state economy by dramatically
3 decreasing the travel time to connect these two dynamic
4 regions.
5 "In addition to the potential for the economic
6 expansion in business development, high-speed rail
7 provides an affordable means by which the average
8 Californian may travel from north to south for both
9 business and pleasure. Seeing family, visiting friends,
10 exploring the many diverse communities of California are
11 all within the reach with the creation of the proposed
12 high-speed rail system. It also establishes a
13 cost-effective, easy, and fast alternative for traveling
14 throughout the state. The proposed 700-mile high-speed
15 rail system will truly be one of California's greatest
16 contributions, not only to our country but to indeed the
17 world. As people and the government from -- in
18 California and from around the globe view our high-speed
19 rail system, they will renew their belief that
20 California is a can-do state.
21 "Sincerely, James Fang."

PH-SF041-1

PH-SF042

22 And I will submit this statement also.
23 CHAIRMAN PETRILLO: Thank you very much.
24 Richard Meynarik, followed by Zakhary Cribari.
25 MR. MEYNARIK: Good evening. My name is Rich

0108

1 Meynarik. I'm pleased to be able to speak here.
2 One of the interesting things, having been
3 here since about 4:00 o'clock, was just the sheer number
4 of people who showed up and said, "Don't study things,"

5 "Don't study things," "Don't study things." In fact,
6 they all said don't study one thing. Because we're
7 interested in conducting an environmental study, that
8 taking things off the table is the most important thing
9 to a very large and apparently well-financed group.

10 I think it's your job -- under CEQA, under
11 NEPA, and as responsible officials -- to ensure that
12 everything is on the table and that we don't
13 administratively and politically destroy viable
14 alternatives before the environmental process as such
15 gets underway.

16 So when you talk about your obligations to
17 study the alternative for the least environmental
18 impact, I think you really need to have the alternative
19 with the lowest wetland impacts, the lowest ranchland
20 impacts, the lowest agricultural impacts on the table
21 rather than discarded administratively in appendices.

22 So I think you will find yourselves in
23 trouble, to the extent that the program is forwarded, if
24 the Altamont alternative is not actively and honestly
25 studied and you put all your cards on the table.

0109

1 I guess the other thing -- the one thing one
2 should bear in mind when one looks at issues like this
3 is what is the track record of the people who are trying
4 to kill this alternative? We have Metropolitan
5 Transportation Commission which is responsible for BART
6 to the airport losing \$50 million a year. We have
7 San Jose Light Rail, which is the worst-performing rail
8 system in the country. And we have BART to San Jose all
9 backed by the Santa Clara Board of Supervisors, City of
10 San Jose, Silicon Valley manufacturers group. So I urge
11 you to look at the records of the people who are trying
12 to take alternatives off the table.

13 Having made some friends, let me say that one
14 thing you do need to look at in your study is synergies
15 within public transportation modals. I think a lot of
16 the problem is that too often people are looking at
17 high-speed rail as simply an airline replacement; that
18 you get on at an isolated place like an airport, and you
19 get magically teleported to the other end of the state.
20 But it's such a huge investment that you can't afford to
21 just run a few airline replacements.

22 The future of rail for the Western world has
23 actually been instructive today in Spain. And one of
24 the really significant things is that super-commuter
25 type services -- the sort of thing that the San Jose

PH-SF042-1

PH-SF042-2

0110

1 representative said earlier we should probably be
2 studying things like the Altamont corridor, things like
3 service from the Central Valley into the Bay Area. Not
4 just San Francisco, not just San Jose, but places like
5 San Ramon. That's an integral part of Spanish rail
6 construction. They've just procured about 3,200
7 150-kilometer trains which are going to mix in with the
8 very high-speed trains.

9 So I think you need to look at these things
10 together, not just high-speed route as a purely long
11 distance, intercity thing but as vital infrastructure
12 that can be shared by just more than this one mode.

13 CHAIMAN PETRILLO: You're running over your
14 three minutes.

15 MR. MEYNARIK: The last thing I'd like to say
16 is I think you really need to come up-front about the
17 issue of FRA compatibility. At some point there's going
18 to be a huge lobbying campaign to get worldwide safety
19 standards for the high-speed rail. And you can't
20 continue to pretend that you're going to be able to run
21 with FRA equipment.

22 Thank you.

23 CHAIMAN PETRILLO: It just may be helpful if
24 you are planning to do written comments to us in
25 addition to your testimony --

0111

1 MR. MEYNARIK: Yes, I will.

2 CHAIMAN PETRILLO: -- that you take a look at
3 that section in the environmental impact report dealing
4 with the scoping that actually was what affected the
5 consideration --

6 MR. MEYNARIK: Yes. I was there at those
7 meetings.

8 CHAIMAN PETRILLO: -- and we have to first
9 overcome that. And also the issue of the existing rail
10 line that is Altamont; whether the upgrading of that is
11 a valid alternative or not.

12 MR. MEYNARIK: I know what I'd do with
13 \$2 billion. Thank you.

14 CHAIMAN PETRILLO: Chris MacIntosh.

15 MS. MACINTOSH: Thank you. My name is Chris
16 MacIntosh. I'm a member of the Sierra Club. And I do
17 support the high-speed rail very much. This route from
18 LA to San Francisco, I think it's going to be terrific.
19 But I am concerned about the routing through the
20 underdeveloped part of the range of the Hamilton range,
21 southern Diablo range, and I request that to be
22 reconsidered. I've hiked and explored in Henry Coe
23 State Park in San Antonio Valley, Del Puerto Valley
24 perhaps more than any other people. Coe park is an
25 absolute gem, as I'm sure you'll hear from many people.

0112

1 Its values to humans and other nonbipedal animals is
2 immense that may not be destroyed by the rail, but it
3 will be very severely impacted.

PH-SF042-2
cont

PH-SF042-3

PH-SF043

PH-SF043-1

4 The San Antonio Valley and Del Puerto Canyon,
5 I'm not sure that that many people go there and explore
6 it, but now in spring it is wonderful. Mr. Oneal talked
7 about elk in his area. Yes, there's herds of elk
8 flowing through the San Antonio Valley. Lots and lots
9 of birders go there to enjoy it. That hard corridor of

PH-SF043-1
cont

10 a light rail even with some tunneling -- and humans
11 tunnel about as messily as badgers and ground squirrels,
12 I think -- that will be a severe impact.

13 I would urge you to take consideration --
14 strong consideration -- of the Altamont area. That is
15 an existing transit corridor, and I'd really like to see
16 you look at that.

PH-SF043-2

17 Thank you very much.

18 CHAIRMAN PETRILLO: Thank you. And I apologize
19 to Mr. Cribari for forgetting him.

PH-SF044

20 MR. CRIBARI: Zakhary, that's Z-A-K-H-A-R-Y.
21 Cribari, C-R-I-B-A-R-I.

22 I'm in 100 percent advocacy for California
23 high-speed rail. I do, however, have a few personal
24 strategies that I'd like to offer to your authority.
25 That is, obviously, unless your authority has not

26 strategized these already.

PH-SF044-1

27 As some students were mentioning, there's kind
28 of, you might call it, an equation, though I do not have
29 statistics to determine whether positive or negative is
30 better; convenience, plus time, plus cost plus,
31 reliability is the equation. In the end, the sum of
32 that equation needs to be better in the public transit
33 system than in the use of cars, if you're going to
34 divert the use of cars into a public transit system.

35 I can use San Francisco MUNI as an example of
36 this.

37 It is much more convenient than using a car.
38 A car I need to park a thousand miles away and walk.
39 MUNI will drop me off right in front of my destination.
40 Time. More times than not it is much more
41 time convenient to use public transportation in
42 San Francisco.

43 Cost. It's obviously much more cheaper.

44 Reliability. It's there every five minutes.
45 I mean, I can go wherever I want and get there in the
46 same amount of time.

47 This equation will obviously need to be a
48 joint project between your authority and the many
49 transit agencies that you will be working with.

50 Another thing, always plan for the future. Do
0114

1 not be a victim of your own success, as the Utah Salt
2 Lake City light rail system has become; so overly
3 crowded that it's behind schedule. Very frequently, in
4 fact.

5 I'm aware that your agency or authority, more
6 rather, has advocated to the Federal Railroad
7 Administration, as I believe it's called, for accident

8 prevention over survival. Use my comments as well as
9 any other comments from the public to better persuade
10 the Authority.

PH-SF044-1

11 And I'd recommend using various alternative
12 routings. Have more than just one train line. Allow

13 for a San Francisco to Los Angeles line via Altamont
14 Pass and a San Francisco to Los Angeles line via
15 Los Banos, et cetera. Allow a Sacramento loop line
16 coming from Sacramento to Los Banos, San Francisco, then
17 along the I-80 corridor, et cetera.

PH-SF044-2

18 If you need more money to create a more
19 sufficient service, do that. In the end, your receipts
20 will come in much more rapidly with such a service.

21 I am done.

22 CHAIRMAN PETRILLO: Thank you very much. And
23 I'm sure MUNI, had they heard your comments, would thank
24 you very much also.

25 MR. CRIBARI: Yes.

0115

1 CHAIRMAN PETRILLO: That's all the speaker
2 slips I have. I want to thank everyone for coming. I
3 want to thank those of you who stayed to the bitter end.
4 For that, also, I want to thank our court reporter for
5 working so hard.

6 Since we are scheduled to be here until
7 8:00 o'clock, staff members will be here to take any
8 additional comments that people may have.

9 (Proceeding adjourned at 7:05 p.m.)

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STATE OF CALIFORNIA) ss.

I hereby certify that the foregoing
proceedings were taken at the time and place therein
stated; that the transcript is a true record of the
proceedings as reported to the best of my ability by me,
a registered shorthand reporter and a disinterested
person, and was thereafter transcribed under my
direction into typewriting by computer.

I further certify that I am not interested in
the outcome of the said action, nor connected with, nor

12 related to any of the parties in said action, nor to
13 their respective counsel.

14 IN WITNESS WHEREOF, I have hereunto set my
15 hand this 23rd day of April, 2004.

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HEIDI BELTON, RPR

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Response to Comments of Public Hearing in San Francisco, April 15, 2004 (PH-SF001-044)

PH-SF001-1

Acknowledged.

PH-SF002-1

Acknowledged.

PH-SF002 -2

Acknowledged.

PH-SF002 -3

Acknowledged.

PH-SF002 -4

In the Final Program EIR/EIS, each environmental area (sections of Chapter 3) has been modified to include mitigation strategies that would be applied in general for the HST system. Each section of Chapter 3 also outlines specific design features that will be applied to the implementation of the HST system to avoid, minimize, and mitigate potential impacts. Construction methods, impacts, and mitigation strategies (including the strategy suggested in your comment) are addressed in Section 3.18.

PH-SF002-5

Subsequent project level analysis would include detailed operational analysis of shared use and shared right of way corridors.

PH-SF003 -1

Acknowledged.

PH-SF003 -2

Please see standard response 2.18.1.

PH-SF004 -1

Acknowledged.

PH-SF004 -2

Acknowledged. The Authority has identified the Transbay Terminal as the preferred HST station to serve downtown San Francisco.

PH-SF004 -3

Acknowledged.

PH-SF005 -1

Acknowledged.

PH-SF005 -2

Acknowledged.

PH-SF006 -1

Acknowledged.

PH-SF006 -2

Acknowledged. The Authority has identified the Transbay Terminal as the preferred HST station to serve downtown San Francisco.

PH-SF006 -3

Acknowledged.

PH-SF007 -1

Acknowledged.

PH-SF007 -2

Acknowledged. The Authority has identified the Transbay Terminal as the preferred HST station to serve downtown San Francisco.

PH-SF008 -1

Acknowledged. Direct HST service to Oakland and the East Bay is included as part of the Authority's preferred alignment.

However, see standard response 6.2.1.

PH-SF008 -2

Please see standard response 6.8.1.

PH-SF008 -3

Please see standard response 2.16.1.

PH-SF008 -4

Acknowledged.

PH-SF009 -1

Acknowledged.

PH-SF009 -2

Please see standard response 2.18.1.

PH-SF010 -1

Acknowledged.

PH-SF010 -2

Please see standard response 2.18.1.

PH-SF011 -1

Acknowledged. Please also see standard response 6.3.1.

PH-SF011 -2

Please see standard response 2.18.1.

PH-SF012 -1

Acknowledged.

PH-SF012 -2

Acknowledged. The Final EIR/EIS identifies the Transbay Terminal as the preferred HST station to serve downtown San Francisco.

PH-SF012 -3

Acknowledged.

PH-SF013 -1

Acknowledged. The Authority has identified the Transbay Terminal as the preferred HST station to serve downtown San Francisco.

PH-SF013 -2

Acknowledged.

PH-SF014 -1

Acknowledged.

PH-SF014 -2

Please see standard response 2.18.1.

PH-SF015 -1

Acknowledged.

PH-SF016 -1

Acknowledged. Please see standard response 6.3.1.

PH-SF016 -2

Please see standard response 8.1.7

PH-SF017 -1

Please see standard response 2.18.1.

PH-SF018 -1

Acknowledged. Please see standard response 2.1.12.

PH-SF018 -2

Acknowledged. See standard response 8.1.7. The Authority will participate in a regional rail study funded by Regional Measure 2.

PH-SF019 -1

Acknowledged.

PH-SF019 -2

Acknowledged. The Authority has identified the Transbay Terminal as the preferred HST station to serve downtown San Francisco.

PH-SF019 -3

Acknowledged.

PH-SF020 -1

Please see standard response 6.3.1.

PH-SF021 -1

The suggested use of larger aircraft to accommodate the demand for intercity trips is not considered a viable alternative option for the Modal Alternative for several reasons, including (1), in part, because airports other than LAX and SFO would require extensive improvements to accommodate the larger aircraft; (2) the prevailing trend in the for-profit commercial aviation industry is towards a greater reliance on small and regional jet aircraft (up to 135 passengers) to serve the short-haul intercity travel market, which provides advantages such as lower operating costs, increased frequency and higher gate utilization; and (3) given current factors affecting profitability in the California intercity air travel market it

does not appear feasible and it would be speculative to assume that the commercial airlines would incur the expense of changing to larger aircraft for intercity regional service. (See Appendix 2-G of the DPED)

Existing and planned intracity public transportation networks such as subway, light rail, and bus systems serve local and regional travel demand, which would in turn free some transportation system capacity that could be used by intercity trips. These systems were not included in the Modal Alternative because they already exist to a large extent in the larger markets where they would be considered appropriate (San Francisco Bay Area, Los Angeles, Sacramento, San Diego) and it would require a level of detailed study not appropriate for this analysis to ascertain the specific amount of intercity capacity that could be derived by specific extensions or improvements to these existing rail transit systems. Proposed concepts for high-speed regional transit using Maglev or other technology could have similar effects of diverting local and regional travel demand, but they would not serve intercity passengers.

PH-SF021-2

Acknowledged.

PH-SF022-1

If the HST project moves forward, analyzing the placement, dimensions, and cost of sound walls and the potential land use impacts of these sound walls would be part of future project-level environmental documents. The detailed analysis required for this work is beyond the scope of a program-level environmental document. The mitigation strategies for the *Land Use and Planning, Communities and Neighborhoods, Property and Environmental Justice* section of the Draft Program EIR/EIS (Section 3.7.5) states, "If a decision is made to go forward with the proposed HST system, alignments would be refined in consultation with local governments and planning agencies, with consideration given to minimizing barrier effects in order to maintain neighborhood integrity. Noise barrier dimensions and potential mitigation strategies to reduce the

effects of any new barriers would be considered at the project-level environmental review and could include grade separating planned rail lines and streets, new pedestrian crossings, new connection points, improved visual quality of project facilities, and traffic management plans to maintain access during and after construction.” (Draft Program EIR/EIS, page 3.7-27)

PH-SF023-1

Please see Standard Response 3.1.1

PH-SF024-1

Please see standard response 2.1.1.

PH-SF025-1

Concerns about sprawl and growth induced impacts are addressed in the Program EIR/EIS (see Summary and Chapter 5) and the program purpose supports the creation of multi-modal transportation complexes located in city centers (San Francisco, San Jose, Sacramento, Fresno, Bakersfield, Los Angeles, Anaheim, etc.). Connectivity and accessibility were key factors in identifying station options and in determining preferred station locations. Please see standard response 2.1.12.

PH-SF026-1

The Program EIR/EIS identifies a HST technology capable of sharing tracks at reduced speeds with other compatible services. As stated in Section 2.6.7, “This state-of-the-art, high-speed, steel-wheel-on-steel-rail technology would operate in the majority of the statewide system in dedicated (exclusive track) configuration. However, where the construction of new separate HST infrastructure would be infeasible, shared track operations would use improved rail infrastructure and electrical propulsion. Potential shared-use corridors would be limited to sections of the statewide system with extensive urban constraints.” (Draft Program EIR/EIS, page 2-29) “Physical or temporal separation from conventional freight” was included as part of the general criteria of shared-use corridors. The

two segments of the HST system which have been designed as “shared use” are the links between San Francisco and San Jose along the existing Caltrain corridor, and between Los Angeles and Irvine along the LOSSAN corridor. From Sacramento to San Jose, to Los Angeles and San Diego (via Inland Empire), there would be *no* “conventional” passenger or freight trains sharing tracks with the HST services. You state that, “the EIR/EIS fails to address congestion along the line of most concern, which is Merced all the way to Los Angeles; the Los Angeles to the Inland Empire along the Union Pacific and Burlington lines.” The HST system would not be sharing track with conventional freight or passenger services in any portion of the alignment you have noted as being of greatest concern; thus, there would be *no* congestion and no congestion delays from conventional services along these routes.

Between San Francisco and San Jose, the alignment would be a four-track railroad with the two middle tracks being “shared” by HST service and Caltrain express services. Along this corridor, the two outer tracks would be used for local and a minimal amount of freight operations. The Caltrain express services and the HST services would operate at similar speeds along this segment with few stops, and therefore little if any degradation in HST wait time or reliability would be expected as a result of shared use along the San Francisco Peninsula.

Between Los Angeles and Irvine along the LOSSAN corridor, it is assumed that between Los Angeles and Fullerton the system would be four tracks, with two tracks for passenger services and two tracks for conventional freight. Nevertheless, because of the amount of existing and planned commuter and conventional intercity services on the corridor, it is anticipated that sharing infrastructure on this segment would affect HST operations between Los Angeles and Irvine as documented in Chapter 6 *Alignment Options Comparison*. The travel time between Los Angeles and Anaheim was estimated at 27 minutes, which is 11 minutes longer than the dedicated alignment option (UP Santa Ana) as a result of the operational constraints and slower speeds of the conventional passenger services. Under *Operational Issues* for the LOSSAN Corridor alignment options

between Los Angeles and Orange County, the Draft Program EIR/EIS states, "Shared-use alignment with delays and capacity constraints due to other rail traffic. Operational analysis suggests a range of between 18 and 45 HST trains a day in each direction, depending on schedule and the effectiveness of a joint operating plan that would have to be developed in partnership with Amtrak and Metrolink. These estimated service levels assumed 16 Amtrak and 29 Metrolink trains daily in each direction." (page 6-83)

PH-SF026-2

The Program EIR/EIS Section 5.4 *Potential Indirect Impacts of Induced Growth* summarizes the potential indirect impacts related to incremental population and employment growth, and associated changes with urbanization. Subsection 5.4.1 *Transportation* discusses the potential impacts of induced growth on traffic conditions for highways, roadways, passenger transportation services (i.e., bus, rail, air, intermodal), goods movement, parking, and transit facilities within the study area. This work is part of the *Economic Growth and Related Impacts* analysis done for this program environment process and summarized with Chapter 5 of the Program EIR/EIS. The Draft Program EIR/EIS discusses the potential increase in traffic around stations, and the degree to which that increase may be significant. In addition to discussing the potential traffic around stations, the document also discusses potential impacts on highways; and to transit, goods movement, and parking. The effects of potential increases or decreases are discussed in Section 3.1.3 *Environmental Consequences* for the overall comparison for the three Alternatives (No Project, Modal, and HST), and Section 3.1.4 *Comparison of Alternatives by Region* for the five regions investigated as part of the program process. More detailed analysis of potential traffic-related impacts and the effects of those impacts will be presented in future project-specific environmental documents should the HST project move forward.

PH-SF027-1

Please see standard response 2.18.1.

PH-SF027-2

Please see standard response 2.18.1.

PH-SF028-1

The analysis of biological resources has been refined to indicate the magnitude of potential effects in addition to the potential presence of protected resources. See Response 3.15.1. The available databases, along with critical habitat maps, identify the species and habitat types which may be found in the areas crossed by potential HST alignments, which is appropriate so that this program-level analysis can generally consider potential impacts to sensitive wildlife resources and habitat on a systemwide basis at a consistent level of detail.

PH-SF029-1

Acknowledged. The Authority has identified the Transbay Terminal as the preferred HST station to serve downtown San Francisco.

PH-SF030-1

Please see Response 2.8.1. The capital and operating costs estimated for the HST Alternative (Section 4.2.2) both include provision of safety and security measures. The estimated capital costs include access control measures such as fencing throughout any and all accessible areas of the HST corridors and facilities; monitoring and detection systems (e.g., video surveillance, motion sensors) along all track segments to detect and react to unauthorized intrusions or activities; and state of the art communication systems. Operating costs include equipment and infrastructure inspection as well as continuous monitoring of the systems mentioned in the discussion of capital costs above. All aspects of the HST system would conform to the latest Federal requirements regarding transportation security as it was developed and implemented. In terms of screening times, rail transportation systems are inherently different than air transportation since they are confined to their tracks. While screening times for air transportation have increased considerably since 9/11, for rail

systems in the United States (including the high-speed Acela service) screening times have not changed.

PH-SF031-1

Please see standard response 2.1.2.

PH-SF031-2

The Program EIR/EIS provides a comparison between the No Project, Modal, and HST Alternatives in terms of potential costs (capital and operational), and potential environmental impacts (such as air quality, noise, safety, etc.). The comparison of the three system alternatives is found under the Key Findings (S.5) in the Summary chapter of the Program EIR/EIS. The Summary also includes the Systemwide Environmental Impact Comparison, which compares the No Project, Modal, and HST Alternatives for key environmental issues. The other chapters of the Program EIR/EIS provide the supporting technical information for the No Project, Modal, and HST Alternatives that led to the conclusions of the Summary chapter.

The comment may be referring to a study entitled *The Full Cost of Intercity Transportation: A Comparison of High-Speed Rail, Air, and Highway Transportation in California* (Kanafani, U.C. Berkeley, Institute of Transportation Studies, 1996). This study, however, does not present a complete comparison, because it failed to include the highway and air transportation infrastructure improvements (costs or potential environmental impacts) needed to serve California's future intercity travel demands for 2020 and beyond. Professor Kanafani's study also used very different assumptions for an HST system (an "inflexible" system serving mostly the Los Angeles to San Francisco Bay Area market) than those applicable to the proposed HST Alternative described in the Program EIR/EIS. While the Kanafani study did try to quantify some external social costs, it did not consider many areas of potential impact required as part of a formal CEQA and NEPA environmental process (such as this program environmental process undertaken by the co-lead agencies), including potential impacts to the human environment

(land use and community impacts, farmlands, aesthetics and visual resources, socioeconomic, utilities and public services, and hazardous materials); cultural resources (archaeological resources, historical properties) and paleontological resources; the natural environment (biological resources, wetlands, hydrology and water resources, geology and seismic hazards); parklands; growth-inducing impacts; and cumulative impacts. Many of these effects are difficult to describe in quantitative terms and to value in monetary terms, and detailed cost-benefit calculations are beyond the scope of this program EIR/EIS.

PH-SF031-3

Please see standard response 2.1.2

PH-SF031-4

Please see standard response 2.1.2

PH-SF032-1

Please see standard response 3.4.1

PH-SF033-1

The most common reason for significant increases in project costs is the addition of items not included in the original cost estimates resulting from the project growing beyond the original definition. Examples of additional project elements for an HST system in California could include additional line segments, new alignment options or configurations (tunnel instead of at grade), additional stations or station improvements beyond the level defined in the original estimate, improvements to related facilities such as other commuter or freight rail lines/stations, etc. The Authority intends to control the cost of the project through strict management of the definition and scope of the project. Maintaining focus on the key project elements (those that are vital to the system as defined) is a primary factor in implementing the project within the cost projections.

In terms of potential ridership shortfalls, the HST system as described in the Program EIR/EIS would have extensive flexibility to adjust service to meet market demand. The service plans would be defined to meet the current market by adding or subtracting service (more or fewer trains), or modifying the trainsets (more or fewer vehicles per trainset) to best meet the demand at the lowest possible operating costs.

PH-SF034-1

Acknowledged.

PH-SF034-2

Please see standard response 2.18.1.

PH-SF034-3

Qualcomm Stadium is one of the three terminus station options investigated for San Diego in the Draft Program EIR/EIS. The Authority has identified the Downtown Santa Fe Depot as the preferred location for the San Diego terminus.

PH-SF034-4

Acknowledged.

PH-SF034-5

Acknowledged.

PH-SF035-1

Some parks are listed in *Section 3.16 Section 4(f) and 6(f) Resources (Public Parks and Recreation)*, subsection C; however, in the Program EIR/EIS, most of the potentially affected parks are not listed in the main text. More detailed lists of the potential effects on parks in the study area can be found in each of the regional Section 4(f) and 6(f) technical reports. Those reports can be found on the Authority's website at:

http://www.cahighspeedrail.ca.gov/eir/regional_studies/default.asp.

The Orestimba Wilderness area is part of Henry Coe State Park. The co-lead agencies have recommendation for further study of a broad corridor before identifying a preferred alternative alignment for the northern mountain crossing, with the corridor reaching from Pacheco (SR-152) in the south to Altamont (I-580) in the north, but will not pursue alignments through or under Henry Coe State Park. Please also see standard response 6.3.1.

Parks identified in the Program EIR/EIS may or may not be impacted. Project-level analysis would identify unavoidable expected parkland impacts. It is premature and simply incorrect to state that 55 to 85 parks would "disappear." The list includes more than parks. The total number of potentially affected resources includes public parks, forests, recreation areas (including city parks, playgrounds, golf courses, recreation centers, sports complexes, duck ponds, etc), wildlife refuges, and historic sites.

Parkland resources were considered to have a high potential to be impacted by the HST alignment options if any portion of the parkland was within 150 ft (46 m) from the centerline of an alignment option. While an impact to some parks may be possible, this does not mean that the park would "disappear." A range of 55 to 85 resources identified in the Program EIR/EIS were within this envelope. Given a minimum HST corridor width of 50 ft, however, it is not expected that these potentially affected resources would need to be acquired in order for the proposed HST system to proceed, and feasible mitigation measures would be incorporated to reduce potential adverse effects.

The HST alignments were designed to avoid and minimize potential impacts to 4(f) resources. The next step of the environmental analysis, the project-level environmental analysis, would examine the potential site-specific impacts to parks and other 4(f) resources and would refine the current alignments to avoid and minimize potential impacts, as well as to consider feasible mitigation measures where needed.

PH-SF036-1

Acknowledged.

PH-SF036-2

Please see standard response 2.35.1.

PH-SF036-3

Please see standard response 2.7.3.

PH-SF037-1

Please see standard response 2.18.1.

PH-SF037-2

Please see standard response 6.11.1.

PH-SF038-1

Acknowledged. The Authority has identified the Transbay Terminal as the preferred HST station to serve downtown San Francisco.

PH-SF038-2

Acknowledged.

PH-SF039-1

Acknowledged.

PH-SF039-2

Acknowledged. The Authority has identified the Transbay Terminal as the preferred HST station to serve downtown San Francisco.

PH-SF039-3

Please see standard response 2.18.1.

PH-SF040-1

Please refer to standard response 6.3.1, standard response 3.15.5, and standard response 3.15.4.

PH-SF041-1

Acknowledged.

PH-SF042-1

Please see standard response 2.18.1.

PH-SF042-2

While the Authority's enabling legislation indicates that service for intercity travel markets is to be the primary objective of the statewide HSR system, which is also to be coordinated with public transit services, the Draft EIR/EIS recognizes that the alignment options being considered may also serve some long-distance commuters, such as in the San Francisco, Los Angeles, and San Diego regions. The ridership and revenue forecasts used as a basis for defining the alternatives considered in the Draft Program EIR/EIS include 10 million of these long-distance commute trips annually (Section 2.3.2.C).

PH-SF042-3

In regards to Steel-Wheel-on-Steel-Rail operations, the Draft Program EIR/EIS states, "To operate at high speeds, a dedicated, fully grade-separated right-of-way is necessary with more stringent alignment requirements than those needed for lower speed lines. However, it would be possible to integrate VHS systems into existing conventional rail lines in the congested urban areas with resolution of potential equipment and operating compatibility issues by the FRA and the California Public Utilities Commission (page 2-27). The Program EIR/EIS also notes FRA requirements for trains (see footnotes on page 2-28 of the Draft Program EIR/EIS). In addition, please see Section 2.2 of the "Engineering Criteria" technical report section 2.2. (January, 2004). For the HST Alternative, shared use corridors are assumed to meet the following general criteria: 1)

Electrified; 2) Full grade separation; 3) Uniform Control/Signal System; 4) Four tracks at stations; 5) May require three to four Mainline Tracks; 6) Physical or Temporal Separation from Conventional Freight Traffic is desired. The co-lead agencies believe that under these conditions, steel-wheel-on-steel-rail high-speed trainsets will be able to share tracks (at reduced speeds) with other services without major modifications.

PH-SF043-1

Acknowledged. Please see standard response 6.3.1.

PH-SF043-2

Please see standard response 2.18.1.

PH-SF044-1

Acknowledged.

PH-SF044-2

Please see standard response 2.36.8.

Comment Letter PH-SF045

PH-SF045



April 15, 2004

California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Subject: High-Speed Rail Alignment in the South San Francisco Bay Area.

Dear Board Members:

Efficient and direct connections with Bay Area cities are critical for the economic success of the high-speed rail system, and its competitiveness with airlines and automobiles. With these considerations in mind, we strongly support the Pacheco Pass alignment as the entry point of the high-speed rail system into the Bay Area for the following reasons:

1. The Pacheco Pass alignment would provide more direct, faster, and more frequent service to the three largest urban centers in the region – San Jose, San Francisco, and Oakland. The Altamont Pass alignment would split service between these areas.
2. The Pacheco Pass alignment would have higher ridership, would raise more revenue, and would be easier [to build] and less costly to operate.
3. The Pacheco Pass alignment would provide direct, mainline service to High Technology businesses in the Silicon Valley area, a primary economic engine for the U.S. economy.
4. The Pacheco Pass alignment would provide more efficient and direct, mainline service to San Jose, the largest city in the Bay Area, and the third largest city in California.
5. The Pacheco Pass alignment serves the City of Gilroy in south Santa Clara County (as opposed to either the Altamont or Diablo Range Direct alignment), facilitating superior access to the high-speed rail system from the growing counties of Monterey, Santa Cruz, and San Benito.
6. For service to San Francisco, the Altamont Pass alignment would require building a new bridge across San Francisco Bay, which would pose considerable environmental challenges, be more costly, and could result in project schedule delays.

California High Speed Rail Authority
Board of Directors
April 15, 2004
Page 2 of 2

7. The California High-Speed Rail Authority has thoroughly studied the Altamont Pass alignment, withdrew it from further consideration, and did not include it for consideration in the Draft Program EIR/EIS because of the superiority of other options.

Furthermore, the Metropolitan Transportation Commission (MTC), the Bay Area's regional transportation planning authority, has adopted Resolution 3198, which recommends the Pacheco Pass alignment as the preferred entry point for the proposed high-speed rail system into the San Francisco Bay Area. We strongly concur with that decision and, for the reasons stated above, request the California High-Speed Rail Authority to end further consideration of the Altamont Pass alignment.

To conclude, we do not see any compelling reason for the Authority to reconsider the Altamont Pass alignment. Rather, we believe the Authority should focus its energy on ensuring that the voters approve the November 2004 high-speed rail bond measure.

Sincerely,

Carolyn M. Gonot
Carolyn M. Gonot
Chief Development Officer

PH-SF045-1
cont.

PH-SF045-1

3331 North First Street • San Jose, CA 95134-1906 • Administration 408.321.5555 • Customer Service 408.321.2300



U.S. Department
of Transportation
**Federal Railroad
Administration**

Response to Comments of Carolyn M. Gonot, Chief Development Officer, Santa Clara Valley Transportation Authority, April 15, 2004 (Letter PH-SF045)

PH-SF045-1

Please see standard response 2.18.1. The referenced bond measure is now scheduled for the November 2006 ballot.

Comment Letter PH-SF046

PH-SF046



Earth Island Institute
 300 Broadway, Suite 28
 San Francisco, CA 94133-3312 USA
 Telephone: 415-788-3666
 Fax: 415-788-7324
 Web: www.earthisland.org

April 15, 2004

Mr. Joseph Petrillo, Chair
 California High Speed Rail Authority
 925 L St. , Suite 1425
 Sacramento, CA. 95814

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Executive Directors

John A. Knox
 David Phillips

Dear Mr. Petrillo:

Re: EXCLUSION OF ALTAMONT PASS FROM EIR/EIS
 (STATEMENT FOR 4/15/04 HEARING)

Earth Island Institute, (EII), a California-based network of over 30 environmental projects and organizations, finds the draft high-speed rail Environmental Impact Report and Environmental Impact Statement (EIR/EIS) to be inadequate. Our principal objection is the exclusion of Altamont Pass from comprehensive and objective evaluation of the trans-Diablo corridor.

The summary rejection of Altamont, rationalized in unsubstantiated rhetoric in the draft EIR/EIS, is incomprehensible and unacceptable.

In checking with specialists on San Francisco Bay and in studying reference materials, we conclude that the High Speed Rail Authority's persistent rejection of the Dumbarton crossing is highly questionable. Done correctly, replacing the old Dumbarton Rail bridge with a modern structure could quite possibly be an environmental benefit to San Francisco Bay.

Earth Island Institute calls for independent, comprehensive and objective study to be performed on Altamont-Dumbarton before there is certification of the draft EIR/EIS.

Sincerely,

Mikhail Davis
 Field Director for the Brower Legacy

PH-SF046-1

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Response to Comments of Mikhail Davis, Field Director for the Brower Legacy, April 15, 2004 (Letter PH-SF046)

PH-SF046-1

Please see standard response 2.18.1.

Comment Letter PH-SF047

PH-SF047



15 April 2004

Statement by Eugene K. Skoropowski, Managing Director, of the Capitol Corridor Joint Powers Authority (CCJPA) regarding the California High-Speed Rail Authority (CHSRA) Draft Program EIR/EIS

My name is Eugene K. Skoropowski, Managing Director of the Capitol Corridor Joint Powers Authority. The CCJPA is pleased to be given the opportunity to comment on the work-to-date of the state's high-speed rail program.

PH-SF047-1

First, the CCJPA supports the CHSRA's statement of purpose and need for such a system in California, especially and especially endorses the ability of the high-speed rail system to connect with the various other existing transportation systems;

Second, the CCJPA recognizes that the alignment of East Bay high-speed rail tracks will require coordinated planning, engineering, environmental documentation, and construction with the CCJPA, and we welcome the opportunity to participate in that process;

PH-SF047-2

Third, the CCJPA looks forward to the development of intermodal connections between the Capitol Corridor trains and the high-speed trains at key transfer and terminal stations, such as at San Jose, Oakland and Sacramento;

Fourth, the CCJPA remains committed to working with the CHSRA staff in the future to both support and develop solutions to the challenges that will be faced in implementing high-speed rail service in the Bay Area, as well as in Sacramento.

PH-SF047-3

We do have two specific comments:

1) The CCJPA suggests that a mitigation be included in any subsequent environmental documents that would indicate that the CHSRA will work with affected rail entities to minimize negative service impacts to existing rail systems during the construction and operational phases of the high speed rail system

PH-SF047-4

2) The impact of proposed joint-use of tracks, or parallel right-of-way, with the Capitol Corridor trains needs to be further evaluated with respect to average train speeds in those shared or parallel track areas.

PH-SF047-5

The contents of this statement will be before the CCJPA Board for formal adoption at the next regularly scheduled CCJPA Board meeting on April 21. Following adoption, the statement from the CCJPA Board will be transmitted to the CHSRA for its records.

Again, thank you for the opportunity to participate.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY
1000 Broadway • Suite 604 • Oakland, CA 94607 Tel: 510.464.6990

**Response to Comments of Eugene K. Skoropowski, Capitol Corridor Joint Powers Authority, April 15, 2004
(Letter PH-SF047)**

PH-SF047-1 through 5

Same as PH-SF002. Please see PH-SF002 for responses.

Comment Letter PH-SF048



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
 300 Lakeside Drive, P.O. Box 12688
 Oakland, CA 94604-2688
 (510) 464-6000

PH-SF048

April 15, 2004

James Fang
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California High-Speed Rail Authority
 925 L Street, Suite 1425
 Sacramento, CA 95814

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Dear Members of the California High-Speed Rail Authority:

As President of the San Francisco Bay Area Rapid Transit District (BART), it is my honor to testify before you, through my distinguished colleague and fellow director Lynette Sweet, about BART's unwavering and strong commitment toward high-speed rail for the state of California.

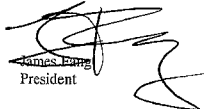
High-speed rail, if accomplished properly, will be California's economic and environmentally sound answer to connecting the northern and southern parts of this state. Can you imagine leaving from San Francisco at 7:30 in the morning, arriving in Los Angeles by 10:00, conducting your business and returning home by 7:00 in the evening? All of this achieved while relaxing and preparing for your business in the comfort of a train cabin!

California is currently the 7th largest economy in the world. Can you imagine our economic potential, should the problem of distance between north and south be significantly reduced? This railway will not only relieve car and air congestion it will strengthen our state economy by dramatically decreasing the travel time needed to connect these two dynamic regions.

In addition to the potential for economic expansion and business development, high-speed rail provides an affordable means by which the average Californian may travel from north to south for both business and pleasure. Seeing family, visiting friends and exploring the many diverse communities of California are all within reach as the creation of the proposed high-speed rail system establishes a cost-effective, easy and fast alternative for traveling throughout the state.

The proposed 700 mile high-speed rail system will truly be one of California's greatest contributions not only to our country, but indeed to the world. As people and government from around the globe view our high-speed rail system they will renew their belief that California is a "can do state."

Sincerely,


 James Fang
 President

PH-SF048-1

www.bart.gov


**Response to Comments of James Fang, President, San Francisco Bay Area Rapid Transit District (BART),
April 15, 2004 (Letter PH-SF048)**

PH-SF048-1

Acknowledged. Read under PH-SF041. Please see PH-SF041 for responses.

Comment Letter PH-SF049

PH-SF049

| | | |
|---|---|--|
| San Mateo County Central Labor Council |  | 1153 Chess Drive, Suite 200 Foster City, California 94404 (650) 572-8848 Fax (650) 572-2481 |
| AFL-CIO | | |
| Statement from Shelley Kessler, San Mateo County Central Labor Council | | |
| <p>Thank you for the opportunity to comment on the Draft Program EIR/EIS for a high-speed rail system in California.</p> | | |
| <p>Building a high-speed rail system in California builds jobs and California's economy while addressing our growing transportation crisis. Building a viable train system would generate 450,000 new jobs...construction as well as permanent ongoing, stable employment. These jobs are sorely needed in California and the Bay Area.</p> | | |
| <p>High-speed trains will increase efficiency and integrate local transit linking roads, highways and airports, helping working people get to their jobs and home to their families.</p> | | |
| <p>As California grows, these 220-mile per hour trains will offer new choices for point-to-point travel for millions of passengers. Underserved areas the length of the state can now be connected and share in California's rebirth as a national and international leader in business, labor and commerce. Forecasters predict increased car travel congesting our highways with longer and longer travel times. High-speed rail can help ease those demands on our overloaded roads.</p> | | |
| <p>Finally, connections to existing airports and transit terminals – such as the Transbay Terminal, San Francisco and San Jose International airports allow transit riders choices and convenience never before imagined. Multi-modal train stations connecting SamTrans, BART and high-speed rail will be creating economic engines for our local economies.</p> | | |
| <p>California must remain competitive so that our quality of life and jobs can be preserved. Investment in infrastructure and transportation is an indicator of economic health. Our state's growing population and workforce rely on safe, fast, affordable public transportation.</p> | | |
| <p>On behalf of the San Mateo County Central Labor Council, I'm pleased to promote a new era of transportation. This is a major step towards a monumental transportation project that will not just uplift the Bay Area, but California as well; protecting our jobs, livelihood, social vitality and quality of life.</p> | | |
| <p>April 15, 2004</p> | | |

PH-SF049-1

PH-SF049-2

PH-SF049-3

Response to Comments of Shelly Kessler, San Mateo County Central Labor Council, April 15, 2004 (Letter PH-SF049)

PH-SF049-1 through 3

Same comment as PH-SF004. Please see PH-SF004 for responses.

Comment Letter PH-SF050

PH-SF050

Michael D. Nevin

Member • Board of Supervisors • San Mateo County

April 15, 2004

Mr. Joseph Petrillo
Chair, California High Speed Rail Authority
925 L Street Suite 1425
Sacramento, CA 95814

Dear Mr. Petrillo:

On behalf of the 707,000 San Mateo County residents, I want to thank you for inviting the public to participate and comment on this historic project.

According to estimates, California will be expected to accommodate 11 million new residents over the next 15 years, placing significant new demands on our transportation infrastructure. Economically and environmentally, High Speed Rail stands poised as the best way to satisfy those demands. As you are aware, meeting these challenges requires nothing short of the most careful and accurate analysis of all of the factors involved and I want to congratulate you on doing just that by preparing and submitting an extremely thorough draft EIR/EIS. I have attached a resolution approved unanimously by the San Mateo Board of Supervisors commending you for your efforts.

With regard to the EIR/EIS, I want to express my fervent support of the Authority's conclusion to use one of two southern alignments into the Bay Area and to eliminate the Altamont Pass alternative from further consideration.

An Altamont Pass alignment would require a new bay crossing that would cost more than \$1 billion to build and would require in-filling of the Bay, creating significant impacts on sensitive wetlands within the surrounding National Wildlife Refuge. In addition, this alignment would necessitate a three-way split of the rail line at Union City resulting in reduced train frequencies, which translate into lower ridership, lost revenue and increased operating costs for a system that would be operationally self-sufficient if built as proposed.

The suggested southern approach would offer faster travel times, and is congruent with many of Caltrain's long-term goals including electrification and grade separation along the existing corridor.

The Authority has already thoroughly studied the Altamont alternative and has found it to be environmentally unsound and operationally inefficient. Further consideration of this approach will not increase its viability, therefore I offer my strong support of the Authority's recommended alignment.

Sincerely,



Mike Nevin
Supervisor, County of San Mateo
Commissioner, Metropolitan Transportation Commission
Chair, Caltrain Joint Powers Board
Chair, Transbay Terminal Joint Powers Authority

400 County Center, Redwood City, California 94063

Direct Line (650) 363-4372 • North County (650) 877-5421 • Fax (650) 590-1027

RESOLUTION NO. **066562**
BOARD OF SUPERVISORS, COUNTY OF SAN MATEO, STATE OF CALIFORNIA

RESOLUTION COMMENDING THE CALIFORNIA HIGH SPEED RAIL
AUTHORITY AS THEY BEGIN THEIR STATEWIDE PUBLIC HEARING PROCESS
TO FINALIZE THE EIR/EIS PROCESS

PH-SF050-3

RESOLVED, by the Board of Supervisors of the County of San Mateo, State of California, that

WHEREAS, on January 27, 2004, in San Francisco, California the California High Speed Rail Authority (Authority) and the Federal Railroad Administration (FRA) unveiled the Draft EIR/EIS proposing a high-speed train system for intercity travel in California as the preferred alternative to meet California's travel demands; and

WHEREAS, the study shows a proposed 700-mile high-speed train system could carry up to 68 million passengers by 2020 linking major metropolitan centers of San Francisco and Sacramento in the north, through San Mateo County and the Central Valley, to Los Angeles and San Diego in the south; and

WHEREAS, California's burgeoning population will reach 50 million by 2030, 11 million new residents in the next 15 years, and existing transportation systems can't meet demand. Expansion of existing infrastructure requiring 3000 new miles of highway lanes and nearly 60 new gates and five new runways would still be insufficient for future travel projections and demands; and

WHEREAS, Since 1998, the Authority has thoroughly studied, analyzed, reviewed and evaluated dozens of potential routes and corridors throughout California on the basis of capital, operating and maintenance costs, travel time; and engineering, operational and environmental constraints. Corridors were evaluated on regional basis before selecting the alternatives for further study for servicing the Bay Area; and

WHEREAS, the development of intercity high-speed trains will increase efficiency and fully integrate and coordinate with other modes of local transit connecting with existing airports and transit terminals, easing growing demand on congested highways and airports providing passengers with a new, safe choice for travel; and

WHEREAS, high-speed rail offers significant environmental benefits such as reducing energy use and dependence on petroleum, less land use and access than needed for highway and airport expansion, reducing air pollutant emissions therefore improving air quality, and lessened impacts on sensitive habitats helping to protect California's environment for future generations; and

WHEREAS, building a high-speed rail system will strengthen California's economy by creating 450,000 new jobs, with many coming from San Mateo County. Construction of permanent and multi-modal train stations will create economic engines for local economies and is two to three times cheaper than expanding highways and airports; and

PH-SF050-1

PH-SF050-2

Comment Letter PH-SF050 Continued

Regularly passed and adopted this 6th day of April, 2004.

*AYES and in favor of said resolution:
Supervisors:*

MARK CHURCH

JERRY HILL

RICHARD S. GORDON

ROSE JACOBS GIBSON

MICHAEL D. NEVIN

*NOES and against said resolution:
Supervisors:*

NONE

Absent Supervisors:

NONE

MARK CHURCH

*President, Board of Supervisors
County of San Mateo
State of California*

Certificate of Delivery

I certify that a copy of the original resolution filed in the Office of the Clerk of the Board of Supervisors of San Mateo County has been delivered to the President of the Board of Supervisors.

Barbara Heinaman

*Barbara Heinaman, Deputy
Clerk of the Board of Supervisors*

**Response to Comments of Mike Nevin and Mark Church, Supervisor, San Mateo County Board of Supervisors,
April 15, 2004 (Letter PH-SF050)**

PH-SF050-1 and -2

Read under PH-SF003. Please see responses to PH-SF003.

PH-SF050-3

Acknowledged.

Comment Letter PH-SF051



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California Legislature**
LELAND Y. YEE, Ph.D.
SPEAKER PRO TEMPORE
ASSEMBLY CHAMBER, TWELFTH DISTRICT
余胤良博士
加州眾議院執行議長

PH-SF051

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EQUAL ACCESS TO PRESCHOOL
PROFESSIONAL SPORTS
RUNAWAY PRODUCTION
URBAN YOUTH

COMMISSION:
SAN FRANCISCO BAY CONSERVATION
AND DEVELOPMENT COMMISSION

April 14, 2004

Joseph E. Petrillo
Chair, California High Speed Rail Authority
925 L Street Suite 1425
Sacramento, CA 95814

Dear Chairman Petrillo:

I am writing to you to express my support for the construction of a high-speed train system to serve the transit needs of the State of California.

The Draft Environmental Impact Report/Draft Environmental Impact Statement demonstrates clearly that a high-speed train system is both a sound investment and a viable course of action to improve the transit infrastructure in the state.

At present, existing transportation systems cannot cope with current demand. However, to adequately meet the state's growing needs, thousands of miles of highway would have to be added and airport capacity increased at an unprecedented fiscal and environmental cost to the state.

In contrast, a high-speed train system would add capacity to transport both people and goods, improve mobility, and simultaneously protect the environment through a range of direct and indirect benefits. A high-speed train system is a necessary improvement for California but also an efficient alternative to traditional, and costly, transportation infrastructure.

Again, I affirm my support for this project as the best transportation investment alternative for the State of California.

Sincerely,

Leland Y. Yee, Ph.D.
Speaker pro Tempore
California State Assembly
LYY/db/T4e

PH-SF051-1

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CALIFORNIA HIGH SPEED RAIL AUTHORITY



U.S. Department
of Transportation
**Federal Railroad
Administration**

Response to Comments of Leland Y. Yee, Ph.D., California State Assembly, April 14, 2004 (Letter PH-SF051)

PH-SF051-1

Same comment as PH-SF001. Please see PH-SF001 for responses.

Comment Letter PH-SF052

PH-SF052



SAN FRANCISCO DEMOCRATIC PARTY

Resolution Urging Action to Speed Reconstruction of Transbay Terminal for Downtown Caltrain and High Speed Rail

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Wade Crowfoot
Treasurer
Andrew Clark
Recording Secretary
Joe Julian
Corresponding Secretary

12th ASSEMBLY DISTRICT

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Dan Dunneigan
Tom Hsieh
Frank Jordan Jr.
Mary Jung
Dan Kato
Morgan Levitan
Eric Mar
Jane Morrison
Connie O'Connor
Alo Smith
Steve Williams

13th ASSEMBLY DISTRICT

Bill Barnes
Tracy Baxter
Sue Blumman
Wade Crowfoot
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Joe Julian
Leslie Katz
Richard Orr
Chris Romero
Jill Sheehy
Holl Thier
Debra Walker

EX-OFFICIO

Hon. Dianne Feinstein
Hon. Nancy Pelosi
Hon. Tom Lantos
Hon. John Burton
Hon. Jackie Speier
Hon. Mark Leno
Hon. Leland Yee
Hon. Kevin Shelley
Hon. Carole Migden

WHEREAS, San Francisco voters in November 1999 approved Proposition H to extend Caltrain to the Transbay Terminal at First and Mission and to make it the terminal for High Speed Rail trains from southern and central California, and the California State Legislature in SB1856 in its 2001-2002 session called for the proposed High Speed Rail line to go to the Transbay Terminal, and

WHEREAS, the final Environmental Impact Statement/Environmental Impact Report/Section 4(f) Evaluation (FEIS/FEIR) for the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project has been issued, and this FEIS/FEIR must be certified as soon as possible by the San Francisco Planning Commission, the San Francisco Redevelopment Agency Commission, and the Peninsula Corridor Joint Powers Board, to permit the Transbay Terminal rebuilding project to proceed, and

WHEREAS, the Transbay Joint Powers Authority must approve the Transbay project as set forth in the adopted Locally Preferred Alternatives of March 18, 2003, for the project to proceed, now

THEREFORE, BE IT RESOLVED, the San Francisco Democratic Party urges the San Francisco Planning Commission, the San Francisco Redevelopment Agency Commission, and the Peninsula Corridor Joint Powers Board to promptly certify the FEIS/FEIR for the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project -- and the Transbay Joint Powers Authority to approve the Transbay project's Locally Preferred Alternatives as adopted in 2003, and

BE IT FURTHER RESOLVED, that the San Francisco Democratic Party urges Mayor Gavin Newsom and the San Francisco Board of Supervisors to take any and all steps necessary to move the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project forward to completion.

AND BE IT FURTHER RESOLVED that the San Francisco Democratic Party thanks U.S. House Democratic Leader Nancy Pelosi for recently securing \$14 million in federal funding for the Transbay Terminal project.

Adopted Wednesday, April 14, 2004, by the San Francisco Democratic Party. Submitted by Jane Morrison at the request of environmental organizations -- San Francisco Tomorrow (Transportation Chair Norman Rolfe) and Sierra Club (National Transportation Chair John Holtzclaw).

100 McAllister, Suite 407, San Francisco, CA 94102
Telephone: 415-626-1161 Fax: 415-626-1284 State I. D. 742051
S. F. Democratic Party Website: www.sfdemocrats.org



CALIFORNIA HIGH-SPEED RAIL AUTHORITY



U.S. Department
of Transportation
Federal Railroad
Administration

Response to Comments of Jane Morrison, Chair, San Francisco Democratic Party, April 15, 2004 (Letter PH-SF052)

PH-SF052-1

Acknowledged. The Authority has identified the Transbay Terminal as the preferred HST station to serve downtown San Francisco.

Comment Letter PH-SF053

PH-SF053

CITY OF OAKLAND COMMENTS
HSR Draft Program EIR/EIS
April 14, 2004 Public Hearing

INTRODUCTION

Shanna O'Hare, City of Oakland Public Works Agency.

Thanks to HSRA for "Staying the Course" -- to keep Bay Area alignment of San Jose to Oakland On The Map.

Appreciation to staff (Dan Leavitt) for ongoing responsiveness to Oakland's concerns, his willingness to make presentations, and meet one-one-one with Oakland staff and elected officials.

BACKGROUND

Oakland is the Transportation Hub of the Central Bay Area and Gateway to fast-growing East Bay counties -- which will represent close to 40% of the Bay Area's new growth through 2015.

Oakland is also home to one of the nation's fastest growing airports, one of the few that did not suffer major ridership drops after "9/11."

PH-SF053-1

Oakland offers shortest route to Sacramento via the I-80 corridor --
(which consistently ranks as one of Bay Area's worst corridors for traffic congestion) --

PH-SF053-1
cont.

We hope to see a direct Oakland-Sacto HSR extension some day. *In meantime, look to incremental service improvements on Capitol Corridor.*

WHY HERE TODAY

To encourage HSRA to continue to keep both the Oakland/City Center *AND* West Oakland BART as potential terminus stations in Oakland.

Each needs further analysis -- as HSRA moves through the next phases of environmental review.

PH-SF053-2

City Center BART

Heart of major development downtown, including substantial increase in high-density housing -- 300 new businesses attached to Oakland since 1999 and 10,000 new jobs.

Close proximity to Jack London Square and Waterfront -- undergoing major redevelopment

West Oakland BART

Provides for excellent Amtrak transfer; *AND* only 7 minutes to downtown SF via BART

Comment Letter PH-SF053 Continued

CLOSING

Important to provide interim service improvements to East Bay population center.

PH-SF053-3

Residents need a “REASON” to support IHSR funding.

Service TO Downtown SF via San Jose does not meet our needs.

PH-SF053-4

Look forward to next phase of analysis as it pertains to Oakland’s two potential terminus stations.

Response to Comments of Shanna O'Hare, Oakland Public Works Agency, April 15, 2004 (Letter PH-SF053)

PH-SF053-1

Please see standard response 6.2.1.

PH-SF053-2

Please see standard response 6.8.1.

PH-SF053-3

Please see standard response 6.2.1.

PH-SF053-4

Please see standard response 6.2.1.

Comment Letter PH-SF054

PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS

H-SF054



Sacramento, March 23, 2004 ☐
 Los Angeles, April 13, 2004 ☐
 San Francisco, April 15, 2004 ☒
 San Diego, April 20, 2004 ☐
 Fresno, April 28, 2004 ☐

COMMENT SHEET

Written comments may be submitted at today's meeting or be mailed or faxed to the Authority.

Mail: California High-Speed Train
 Draft Program EIR/EIS Comments
 925 L Street, Sacramento, CA 95814

Fax: (916) 322-0827
 Attn: California High-Speed Train
 Draft Program EIR/EIS Comments

Comments may also be submitted through the Authority's
 Web site: www.cahighspeedrail.ca.gov.

All comments must be received by end of day August 31, 2004.

Name: Mikhail Davis
 Affiliation (if applicable): Earth Island Inst.
 Address: 300 Broadway, Suite 28
 City, State, Zip: San Francisco, CA 94133
 Phone #: 415-788-3666 x112
 E-mail: _____

Please provide your comments below on the project's draft environmental document:

~~Environmentalists~~ Environmentalists ~~do~~ support studying the Dumbarton Bay Crossing.
 Our organization opposes certification of this EIS/EIR until
 a complete study of the Altamont Pass alternative is included.
 Putting one major environmental project (High Speed Rail) on a collision course
 with another major environmental project, the ongoing purchase of open-space
 and natural lands in the Pacheco Pass region. This area has become
 one of the last remaining contiguous stretches of wildlife habitat in the
 state. Building tunnels through this area would require building roads
 to each tunnel opening through a largely roadless region. At the end of
 these roads we would have to build cement plants, and numerous other
 construction-related facilities, effectively developing some of our best
~~remaining~~ remaining wildlife areas. And no access to Yosemite through
 Merced! Tourists will not be happy!

PH-SF054-1

Thank you for your comments. If needed, please continue on reverse.




Response to Comments of Mikhail Davis, Earth Island Institute, April 15, 2004 (Letter PH-SF054)

PH-SF054-1

Please see standard response 6.3.1.

Comment Letter PH-SF055

| | | |
|--|---|---|
| PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS | | PH-SF055 |
|  | | Sacramento, March 23, 2004 <input type="checkbox"/> Los Angeles, April 13, 2004 <input type="checkbox"/> San Francisco, April 15, 2004 <input checked="" type="checkbox"/> San Diego, April 20, 2004 <input type="checkbox"/> Fresno, April 28, 2004 <input type="checkbox"/> |
| COMMENT SHEET | | |
| Written comments may be submitted at today's meeting or be mailed or faxed to the Authority. | | |
| Mail: California High-Speed Train Draft Program EIR/EIS Comments 925 L Street, Sacramento, CA 95814 | Name: <u>JOHN C. DIAZ JR.</u> Affiliation (if applicable): <u>THE HOLD, INC.</u> <u>(THE HOLD CONSULTANTS, CTR.)</u> Address: <u>41 SUTTER</u> <u>PMB 1001</u> City, State, Zip: <u>SF CA 94104</u> Phone #: <u>415.396.3111</u> E-mail: <u>JOE@THEHOLD.COM</u> | |
| Fax: (916) 322-0827 Attn: California High-Speed Train Draft Program EIR/EIS Comments | | |
| Comments may also be submitted through the Authority's Web site: www.calhighspeedrail.ca.gov . | | |
| All comments must be received by end of day August 31, 2004. | | |

Please provide your comments below on the project's draft environmental document:

Expediting and accelerating high speed rail
 transportation connecting San Francisco - Oakland and
 Sacramento to San Diego (by whatever phased
 route are two of California's highest priority
 challenges at the beginning of this century.
 J. Diaz 4/12/04

PH-SF055-1



Thank you for your comments. If needed, please continue on reverse.

Response to Comments of John Diamante, Threshold Inc., April 15, 2004 (Letter PH-SF055)

PH-SF055-1

Acknowledged.

Comment Letter PH-SF056

PH-SF056

PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS



COMMENT SHEET

Written comments may be submitted at today's meeting or be mailed or faxed to the Authority.

Mail: California High-Speed Train
Draft Program EIR/EIS Comments
925 L Street, Sacramento, CA 95814

Fax: (916) 322-0827
Attn: California High-Speed Train
Draft Program EIR/EIS Comments

Comments may also be submitted through the Authority's
Web site: www.calhighspeedrail.ca.gov.

All comments must be received by end of day August 31, 2004.

Sacramento, March 23, 2004 ☐
Los Angeles, April 13, 2004 ☐
San Francisco, April 15, 2004 ☒
San Diego, April 20, 2004 ☐
Fresno, April 28, 2004 ☐

Name: John Wilkinson
Affiliation (if applicable): Sierra Club
Address: 210 South First Street #309
City, State, Zip: San Jose, CA 95133
Phone #: 408-987-0818
E-mail: jwilkinson@shcglobal.net

Please provide your comments below on the project's draft environmental document:

After reading all the sections of the DEIR relating to the possible routes across the Diablo Range, I am very dissatisfied. The reasons given for eliminating the Altamont alignment are not convincing. It is assumed, for example, that there needs to be a station in Oakland, which is 10 minutes away from San Francisco via BART. Without this assumption the ridership argument collapses. Previous documents make it clear that the Pacheco route has far greater impact than Altamont on wetlands. On the other hand the routes through the Oakland Wilderness might never have been considered in the first place, since they would violate the California Wilderness Act. The Oakland corridor is 25% of all state designated wilderness in California. The other "Diablo Direct" alignment runs through ~~part~~ undeveloped wildlands but may well be incorporated into Coyote Valley fairly soon.



Thank you for your comments. If needed, please continue on reverse.

Assertions and conclusions presented in the document are not substantiated and do not reference the bibliography, which furthermore has not been made public so far. This makes it difficult to evaluate these claims.

No value seems to be attached to the preservation of undeveloped lands in their wild state. The table comparing the four Diablo Range alignments clearly seems to favor the northern direct route, in spite of the fact that it would run through entirely undeveloped lands of considerable beauty and with substantial wilderness value.

Tunnels appear to be treated as completely benign. There is no discussion of the environmental impact of tunnel construction. Furthermore, the so-called "tunnel under gate" alignment appears in fact not to be a tunnel under the gate, since it enters within the gate more than once.

Because of these deficiencies, we at the Sierra Club believe that the current review process should be halted until the DEIR is revised to include the Altamont alignment, document assertions and decisions, and address the other concerns expressed here.

PH-SF056-1
cont

PH-SF056-1

Response to Comments of John Wilkinson, Sierra Club, April 15, 2004 (Letter PH-SF056)

PH-SF056-1

Please see standard response 6.3.1.

Comment Letter PH-SF057

PH-SF057

PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS

FLY CALIFORNIA
Without ever leaving the ground.

COMMENT SHEET

Written comments may be submitted at today's meeting or be mailed or faxed to the Authority.

Mail: California High-Speed Train
Draft Program EIR/EIS Comments
925 L Street, Sacramento, CA 95814

Fax: (916) 322-0827
Attn: California High-Speed Train
Draft Program EIR/EIS Comments

Comments may also be submitted through the Authority's
Web site: www.calhighspeedrail.ca.gov.

All comments must be received by end of day August 31, 2004.

RECEIVED
JUN 7 2004

Name: RON PATTERSON

Affiliation (if applicable): _____

Address: 108 NANTUCKET COVE

City, State, Zip: SAN RAFAEL CA
94901

Phone #: 415 453 7764

E-mail: _____

Sacramento, March 23, 2004 ☐
Los Angeles, April 13, 2004 ☐
San Francisco, April 15, 2004 ☒
San Diego, April 20, 2004 ☐
Fresno, April 28, 2004 ☐

Please provide your comments below on the project's draft environmental document:

THE I-5 UNION AVENUE ALIGNMENT APPEARS TO BE
THE BEST ALTERNATIVE FOR THE BAKERSFIELD TO
SYLMAR ROUTE. THE ANTELOPE VALLEY ALIGNMENT
WOULD BE THE POT OF GOLD AT THE END
OF THE RAINBOW FOR THE DESERT LAND
SPECULATORS, BUT WOULD PROMOTE LOWER
RESIDENTIAL DENSITIES AND LONGER COMMUTES;
AN ADVERSE ENVIRONMENTAL IMPACT.

PH-SF057-1






Thank you for your comments. If needed, please continue on reverse.

Response to Comments of Ron Patterson, April 15, 2004 (Letter PH-SF057)

PH-SF057-1

Please see standard response 6.23.1.

Comment Letter PH-SF058




| PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS | |
|---|---|
|  SPEAKER CARD Comments will be time limited depending on number of speakers. Please briefly describe the topic you wish to comment on and submit card to the meeting facilitator. | PH-SF058 |
| | Sacramento, March 23, 2004 <input type="checkbox"/> Los Angeles, April 13, 2004 <input type="checkbox"/> San Francisco, April 15, 2004 <input checked="" type="checkbox"/> San Diego, April 20, 2004 <input type="checkbox"/> Fresno, April 28, 2004 <input type="checkbox"/> |
| | Name: <u>Patrick Moore</u> |
| | Topic: _____ |
| | Comment: <u>Study Altamont from the perspective of population, fiscal responsibility and environmental impact as a better alternative than the Pacheco Pass.</u> |
| PH-SF058-1 | |
| <p>Comment sheets are available at the sign-in table for written comments.</p> <div style="display: flex; justify-content: flex-end; align-items: center;">   </div> | |

Response to Comments of Patrick Moore, April 15, 2004 (Letter PH-SF058)

PH-SF058-1

Please see standard response 2.18.1.

Comment Letter PH-SF059

| PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS | |
|---|--|
|  | PH-SF059 Sacramento, March 23, 2004 <input type="checkbox"/> Los Angeles, April 13, 2004 <input type="checkbox"/> San Francisco, April 15, 2004 <input checked="" type="checkbox"/> San Diego, April 20, 2004 <input type="checkbox"/> Fresno, April 28, 2004 <input type="checkbox"/> |
| ► SPEAKER CARD Comments will be time limited depending on number of speakers. Please briefly describe the topic you wish to comment on and submit card to the meeting facilitator. | |
| Name: <u>Jamie Swartz</u> | |
| Topic: <u>Culroy / Los Banos alternative</u> | |
| Comment: <u>route Considering that Culroy is</u> <u>already served by Caltrain I don't</u> <u>think it's necessary to have the 2nd/low</u> <u>route alternative, moreover it's just another</u> <u>2 stops that make the train slower.</u> | |
| Comment sheets are available at the sign-in table for written comments. | |
|   | |

PH-SF059-1

Response to Comments of Jamie Swartz, April 15, 2004 (Letter PH-SF059)

PH-SF059-1

Please see standard response 6.3.1.